

## No-Rim-Cut Tires 10% Oversize

### At No Extra Price

These patented tires used to cost one-fifth more than other standard tires.

They were immensely economical then.

But the demand has grown until these tires out-sell all other tires. Our multiplied output has cut the cost of production.

Now they cost no more than tires that rim-cut, tires not oversize.

### Save 48 Per Cent

With old-type tires, statistics show that 23 per cent of all ruined tires are rim-cut.

No-Rim-Cut tires save that 23 per cent, plus a large amount of worry. For these tires never rim-cut.

These tires are also 10 per cent over the rated size. That means 10 per cent more air—10 per cent added carrying capacity. And that, with the average car, adds 25 per cent to the tire mileage.

Thus these two savings, under average conditions, cut tire bills right in two. Tens of thousands of users have proved that.

### 1,000,000 Used

Over one million Goodyear tires have been used, on some 200,000 cars.

Some 200,000 separate users have proved their immense economy.

The result is this:

In two years the demand for

No-Rim-Cut tires has multiplied six times over.

And these tires outsell any other tire.

Tires which won so many will win you also when you try them out.

### We Control Them

With such a demand for tires that can't rim-cut other makers must attempt them, too.

But the feature which makes this type practical is controlled by the Goodyear patents.

Other devices won't do, for reasons explained in our Tire Book.

That is why this demand so largely centers on Goodyear No-Rim-Cut tires. When you come to this new type don't get the wrong tire.

**GOODYEAR**  
No-Rim-Cut Tires  
With or Without Non-Skid Treads

Our 1912 Tire Book, based on 13 years of tire making, is filled with facts you should know. Ask us to mail it to you.

THE GOODYEAR TIRE & RUBBER CO., Akron, Ohio

WASHINGTON BRANCH:

1026 Connecticut Ave. Telephone Main 2769.



Model 29—Touring, \$1,250. Equipped.  
10 DAYS DELIVERY.

## Power and Silence

THE BUICK has always been known as a car of great power. This power, or to be more exact, economy of power, has been for seven years the central idea in the construction of BUICK cars.

During that time stability of frame and parts to support this power with steadiness and silence has been the object of endeavor at the great BUICK plant.

This has been accomplished—the BUICK to-day, besides being a car of great power, operates as smoothly and silently as it is possible for a motor to run.

To bring about the perfect workmanship and adjustment that make this possible—all parts except magneto, carburetors, coils, lamps, and tires are manufactured at the BUICK plant. No essential parts of running gear or motor, chassis or body, are trusted to outside makers.

Every BUICK is a harmonious piece of machinery from rear axle to radiator, designed and built under one engineering and constructive supervision.

One of Five 1912 Models from \$850 to \$1,800.

**Buick Motor Company,**  
1028 Connecticut Ave., Washington, D. C.  
TELEPHONE M. 3833.

**FOR SALE---SECOND HAND**  
**STUDEBAKER ELECTRIC PHAETON**  
Brand-new Exide Batteries in Perfect Order.  
WILL SELL CHEAP. 1313 New York Ave. N. W.



## AUTOMOBILE NEWS AND GOSSIP

By WILLIAM ULLMAN.

Motor car dealers all over the country are becoming alarmed over their continued inability to fill orders. This condition is not due to any inability on the part of manufacturers to produce enough cars to supply the demand, but is due directly to their being unable to procure freight cars to move their product in.

What appeared at first to be only a temporary delay on this account has assumed serious proportions, due to the uncertain condition of the coal situation. It is stated that empty cars of every description are being confiscated for the purpose of making coal shipments, and can be seen by the thousands lying at various points awaiting the rail for coal cars.

All of the local dealers in motor cars behind with their deliveries and going further behind as the season advances. It is, indeed, a serious problem that confronts the dealer, and has given him just cause to mount the anxious seat. Washington ranks high among the motor-using cities of the United States, and this season there is a greater demand than ever for cars of every description, from the local trade. It is hoped that some means will be devised to expedite shipments to this point and give our dealers an opportunity to claim their own.

Things are doing in motordom these days. Orders and shipments that a few years ago would have attracted wide-spread attention now scarcely receive passing notice, not only by those outside, but by concerns handling business on a large scale. The requirement of a few attractive new phaetons by Washington society a generation ago would in all probability have received favorable newspaper mention. But now hundreds of big motor cars can be put on the city streets without the majority of the people knowing the difference. These are signs that the world moves.

Jack Cassidy, factory representative of the Marion Sales Company, makers of the Marion, was in the city last week visiting the local agency for his car. Mr. Cassidy says the local business is very gratifying.

Here is a list of some of the notable entries in the second annual 500-mile international sweepstakes race, to be held at Indianapolis next Memorial Day, May 30:

Car	Driver
Cadillac	"Bob" Burman
Stutz	Al Anderson
Stutz	Len Zengel
National	Howard Wilson
National	Charles Nier
Coe	Harry Benis
Coe	Lucas Dabrow
Mercedes	Ralph de Palma
Mercedes	James Wadsworth
Plat	Teddy Tetloff
Simplex	Best Draper
Levinson	Harry Knight

This early field of starters is considered the cream of driving and racing talent of the country, and means that the former record of 244 miles per hour is almost certain to fall in the next contest. The auto show scheduled for Indianapolis, March 25, will be held in a huge tent covering three city blocks. Thirty-eight thousand yards of canvas are required for this purpose. All visitors to the show, who are interested in viewing the manufacture of automobiles, will be tendered a free ride to the National factory, located there.

William H. Crane, the well-known actor, proposes to be the first theatrical star to transport his company from city to city by automobile. As Mr. Crane's company, next season, comprises only eight people, the idea of transporting the members by auto appealed to him as being unique, as well as a pleasant and healthful experience for his little company, especially as they are booked in a section of the country where the roads are particularly good and the towns not widely separated. Incidentally, the idea will gain Mr. Crane a little more publicity in the newspapers.

A report just sent out from the Franklin Automobile Company, Syracuse, N. Y., supports the generally prevalent feeling that the coming year will be an unusually prosperous one for the automobile business. In this report the statement is made that the total sales at the branch houses of the Franklin Automobile Company for the present business year are 141 per cent greater than they were last year at the same time.

Having been adopted by more than a dozen builders of pleasure cars in this country, and Europe the Knight sleeve valve engine is now about to make its bow to the commercial car world. Recent advice from England state that the Daimler Company is preparing to build four heavy duty engines which will be used in six different types of chassis.

Santiago de Cuba is filled with enthusiasm for motoring and motor racing and recently 10,000 people gathered to witness automobile races, held in that city. One of the interesting events was a five-mile race in which a Warren car took first prize.

The car owned by Mrs. Roriva, of Santiago, was a stock car model 20 and was driven by Rogelio San Juan with Ignacio Moreno as mechanic. There were two other contestants. At the first turn of the track the Warren lost a tire from a rear wheel. But in spite

### STORM-BOUND.



F. C. SIBOLD.

Formerly known automobile salesman, now with the Stutz Motor Car Company. Mr. Sibold possesses an available record as an auto salesman, as well as a host of friends in and out of the trade, to whom his success is very gratifying.

In this misfortune it finished the race in 5:23.4, defeating both its competitors for first honors.

Since the automobile first attracted attention fifteen years ago, it has been entered in every form of race and contest. Imagination and expediency could devise, but it remained for the citizens of Canton, Ohio, to see a motor car

class has made an enviable showing in both long and sprint distance races. The company has contended throughout its racing career that the only virtue of racing is in demonstrating the qualities of a good product. It is argued the tremendous strain to which racing puts a car gives the maker an accurate idea of the defects and weak points in his product, and affords the public an opportunity to compare the performance of the various cars when they are under fire.

Tom Johnston reports that the demand for the self-starter invented by himself has exceeded his most sanguine expectations.

Having entirely recovered his health after an illness of many months, J. D. Maxwell, president of the Maxwell-Briscoe Motor Company and vice president of the United States Motor Company, has returned to New York, where he will make his headquarters.

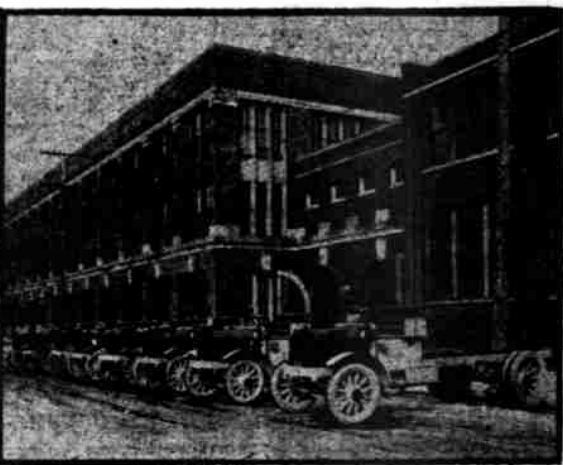
Mr. Maxwell was warmly welcomed by his old associates. In renewing his activity on behalf of the United States Motor Company, he has met an ardent desire of the organization.

The low cost of operation at which the present day small touring car can be operated is well shown in the service which F. A. Warren, of La Harpe, Ill., has obtained from his Franklin G. touring car.

In the last two years Mr. Warren has driven his car 3,326 miles at a total cost of \$23.56 which includes \$23.56 paid for overhauling. The cost per running mile of the car, including every expense with the exception of the overhauling charge, has been 1.094.

"Many of the finer and more valuable metals were familiar to the ancients, and for many years it was supposed that platinum which has come so generally into use for automobile ignition purposes was a product of the sixteenth century," said Charles F. Spillitor, of magnet fame. For many years it was supposed that platinum had first been found when gold ore from the Spanish mines in Dar-en in 1800 was found to include a white metal possessing properties of what the

### TRUCKS FOR EXPRESS COMPANY



Eight Peerless motor trucks purchased by the American Express Company ready for delivery. The Zell Motor Car Company is the local agent.

contest that was positively unique. The Canton event was for cars propelled by their own self-starters, no other power being used. The conditions were normal, the cars running with four adult passengers and the course was a little less than two-fifths of a mile over the streets of Canton.

There were five entrants, all Cadillac cars, and all of them finished. The contest is interesting, because it was based on the employment of a 1912 device; it was unique because it was the first ever held; and it was significant because it proved the efficiency of the cranking device which was thus performing far more than what it is intended to do.

J. B. Trow, sales manager of the Overland Washington Motor Company, returned Friday from a business trip through Virginia. Mr. Trow enjoyed a good business, and reports future prospects as being unusually bright.

Graciously acknowledging the service speed contests have served in developing the automobile, the Abbott Motor Company and the Lester Motor Company have announced their withdrawal from racing. The Lester Company started racing several years ago, and in winning the last Vanderbilt cup race, crowned its splendid record in this respect. It is specialized in long distance contests.

The Abbott has been a participant in speed events for two years and in its

alchemists termed "noble" metals, but which could not be identified.

The exportation of this new metal was prohibited by law, and not until 1790 did it become generally known and experimented with.

Some time ago a German student examining the contents of a tomb of an Egyptian queen of the period of the seventh century before Christ, came across a plate which looked like silver, but which proved to be platinum obtained by the ancients no doubt from the rich alluvial deposits washed down from the Upper Nile in times of flood. Since then other discoveries have led to the conclusion that the metal was known to the Egyptians and used.

The service bureau of the United States Tire Company is announcing spring suggestions for tire users. Some of them are given below:

Before you finish tuning up your car for the coming season take your castings off and examine the rims.

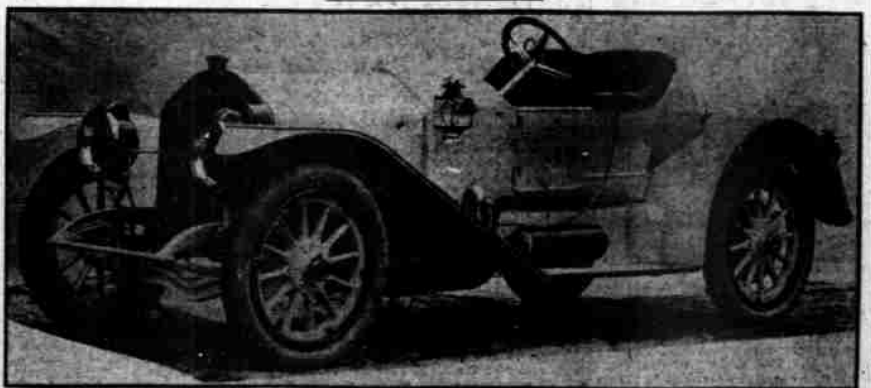
If they are rusty don't fail to scrape and paint them.

And don't put the castings back until you have made sure that the rims are absolutely true and free from dents. Sprinkle soapstone into the castings before replacing the tubes.

If the rear tires are worn get a new pair for the rear and let the old castings spend their declining days on the front wheels, where the service is easier. You

Continued on Page 9, Column 3.

### A NEW BEAUTY IN WASHINGTON AUTODOM.



FAMOUS TROPHY-WINNING NATIONAL.

The Stutz Motor Car Company, Local Agents for the National "40," unloaded this new roadster last week. The car is finished in ivory white with nickel trimmings. Its graceful lines and unusual beauty caused all who viewed it to express their admiration.

**Washington  
Auto Supply Co.  
INC.**

AGENTS FOR

# FISK TIRES

**FISK** Tires fit all rims, go further, last longer, and give better results than any other tire on earth, and cost no more.

We Guarantee 4,000 Miles.

### Our Vulcanizing Department

—most modern in Washington; a high-class expert in charge. Prices very reasonable.

Retreading of Tires  
a Specialty.

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CALL MAIN 500.

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Chalmers Touring Car  
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